

Getting Parking Policy Right



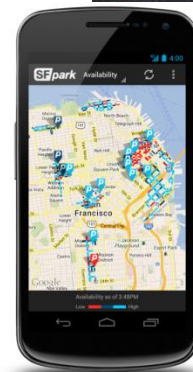
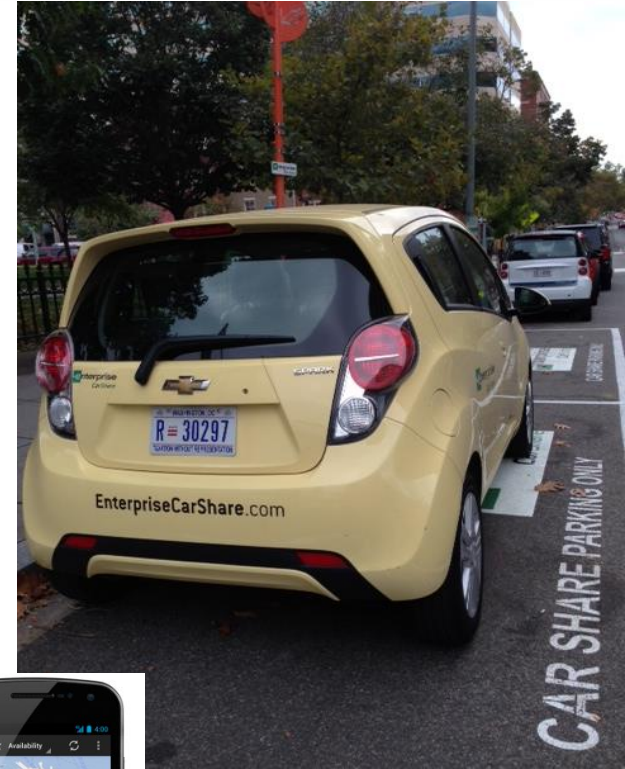
Cheryl Cort
Coalition for Smarter Growth
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What is DC doing?

- Considered eliminating most minimums
- Current proposal eliminates for Downtown
- 1 space/3 units in multifamily over 4 units
- 1 space/lot for lower density unless no alley access
- 50% reduction close to Metro or major bus line
- Relief by special exception not variance
- TDM guidelines for relief
- Sharing allowed
- Mitigation for parking more than 2x over minimum

Trends leading to rethinking parking policy

- “High cost of free parking”
- Demographics, technology & market
 - 4.5% drop in average daily miles of driving (2005-2011, Alexandria/Arlington/DC)
 - Bike & walk to work rising in Alexandria
 - Carfree households: 38% in DC; 9.2% in Alexandria, 20% by Braddock Metro
 - Peak driving age cohort (34-54 yrs)
 - 20% drop in 19 year olds with drivers licenses
 - Growth of urban core
 - Rise of alternatives to car ownership



Why parking minimums?

- Minimum parking requirements aim to avoid spillover street demand
- Minimums create too much parking
- Increases costs, car ownership, traffic
- Off-street supply doesn't address on-street demand
- Demand reflects pricing:
 - Annual permit = \$35/yr = \$3/mo.
 - Off-street space = \$150-250/mo.
- Residential permit parking programs can manage on-street availability



Designing a residential permit program for a mixed use district

Problem: Mixed use districts have spillover demand on residential streets visitors

Solution:

- Change 2 hour free to pay to park if non-resident
- Residents don't pay but all non-permit holders pay by phone
- Residents given credits for guests
- Grandfather existing permit holders
- Price or auction new permits
- Reserve some for income qualified

